

PROJECT 10073 RECORD CARD

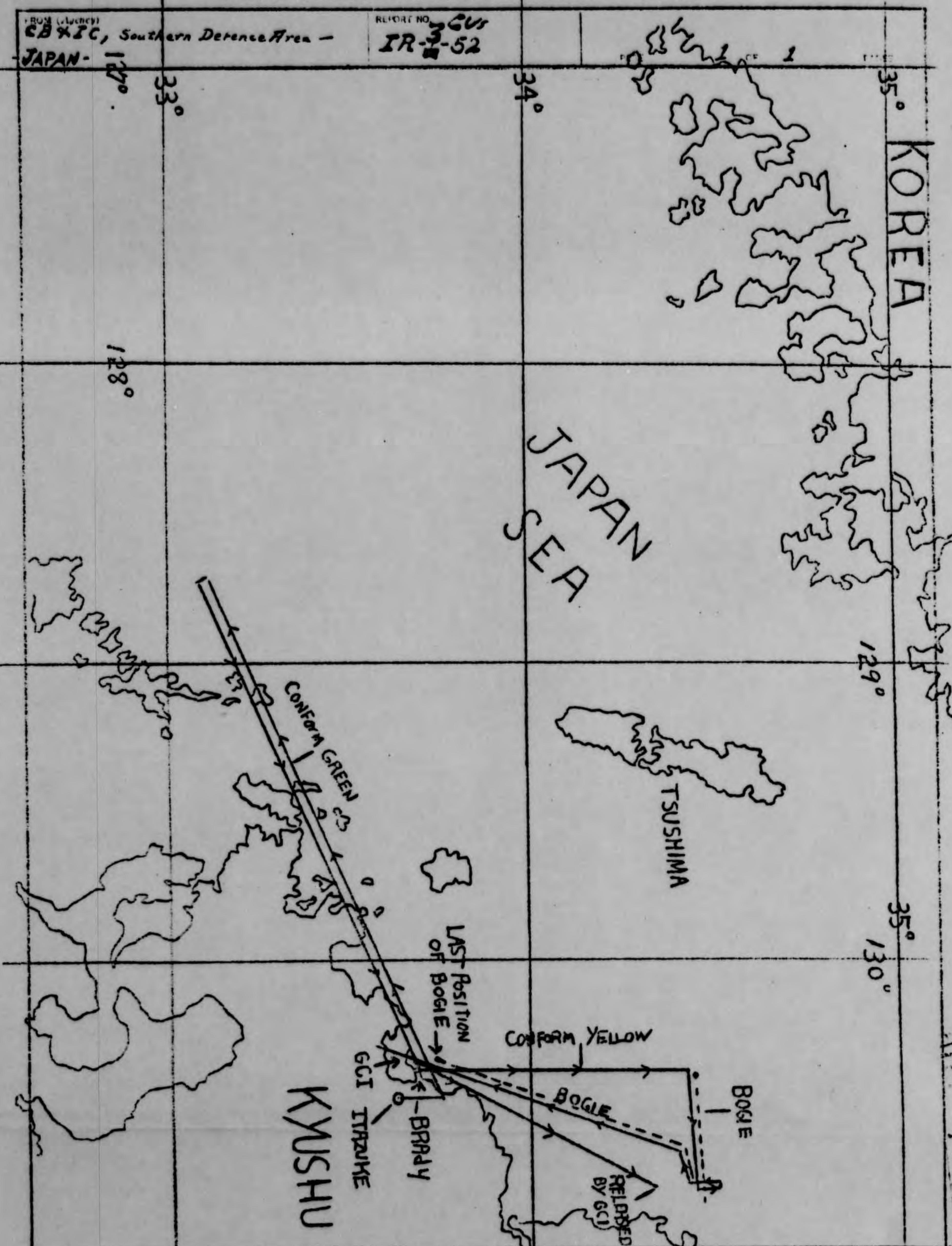
1. DATE 27 OCT 52	2. LOCATION N. KYUSHU, JAPAN	✓ 12. CONCLUSIONS	
3. DATE-TIME GROUP Local 27/1830T GMT 27/0930Z	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input checked="" type="checkbox"/> Probably Astronomical (S/P) <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE 4 AF pilots - 6 Airmen		
7. LENGTH OF OBSERVATION 25 minutes	8. NUMBER OF OBJECTS one	9. COURSE W	
10. BRIEF SUMMARY OF SIGHTING A far away star-like object that changed from a deep orange glow to a pale yellow glow that continued to disappear & reappear every few minutes was observed at a high altitude gradually losing altitude and disappearing to the W.		11. COMMENTS 1. Object was evidently astronomical because it was unable to be picked up on radar and didn't make any erratic maneuvers.	

AF FORM 112—PART II
APPROVED 1 JUNE 1948

Security Information
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(CLASSIFICATION)

9

AIR INTELLIGENCE INFORMATION REPORT



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Incl #4

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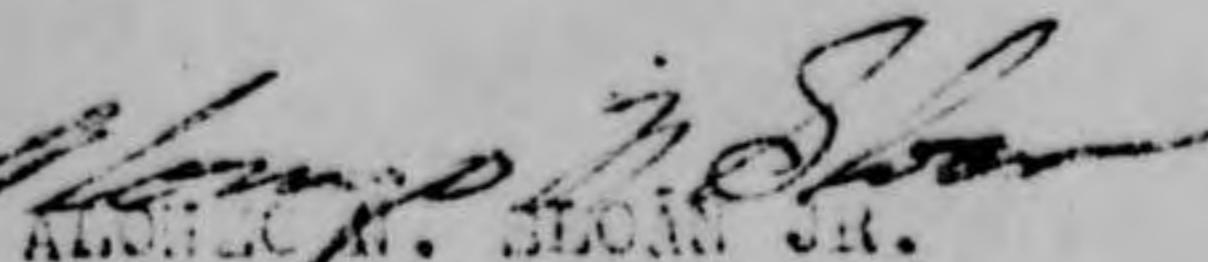
atc 14

COUNTRY JAPAN	REPORT NO. IR-6-52	(LEAVE BLANK) AP49 7365
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYCBRPT		
AREA REPORTED ON NORTHERN KYUSHU	FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	
DATE OF REPORT 3 November 1952	DATE OF INFORMATION 27 October 1952	EVALUATION See Comments, page 2
PREPARED BY (Officer) ALONZO N. SLOAN JR. Int Off	SOURCE 10th AC&W Squadron	
REFERENCES (CITE INFO FROM previous report, etc., as applicable) AFL 200-5, 29 April 1952	314th Tp Carr Gp IR Y101 dtd 20 Oct 52 IR-3-52 43rd Air Division dtd 29 Oct 52	

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 112—Part II.)

Information contained in this report concerns an unidentified, star-like object, sighted at Moji D/F (WJLD 5755) and Seburi Yama D/F (WJLD 2226).

A: PROVIDED:


 Alonso N. Sloan Jr.

 Captain, USAF
 Intelligence Officer

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 1 copy ATIC ATTN: ATIAR-2c
 1 copy ALaskan Air Command
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INCL.

1. Statement by A/2c Hynes and A/3c Doughty.
2. Statement by S/Sgt Johnson, A/3c Hayes and A/3c Smith.
3. Statement by A/2c Goodwin.
4. Statement by Lt Col Earley.

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ATIC 103563

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th ACW Group, APC 929	REPORT NO. IR-6-52	PAGE 2 OF 5 PAGES
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1. Description of Object: A far away star-like light that changed from a deep orange glow to a pale yellow glow that continues to disappear and re-appear every few minutes (approximately 2 to 3 minutes). Altitude of object was approximately 20,000 feet and at a distance of 10 to 20 miles from Noji D/F (WJLD 5755). During observation, object appeared to increase and decrease in altitude at frequent intervals. The object remained visible for approximately 25 minutes, gradually losing altitude and disappeared from observation in a westerly direction (270°). There was no distinguishable trail, exhaust or sound from the object.

2. Time of Sighting: Object was sighted at 1830/I and remained in view at intervals until 1855/I. Total time of sighting was 25 minutes.

3. Manner of Observation: Was visual (binoculars 7/50) by five airmen from Noji D/F and one airman from Seburi Yama D/F (WJLD 2226).

4. Location of Observers: Five airmen observed object at Noji D/F (WJLD 5755) and one airman at Seburi Yama D/F (WJLD 2226). At Noji D/F, object was sighted at approximately 250° in relation to site, at an estimated distance of 10 to 20 miles from site and at an altitude of approximately 20,000 feet. The next observation indicated a decrease in altitude and a bearing of approximately 280° in relation to Noji D/F. At Seburi Yama D/F object was at approximately 10° in relation to site with no estimated distance or altitude.

5. Identifying Information of Observers: The reliability of the observation made by these airmen is very good, although they have had little experience in a visual observation such as this, but their detailed statements, Inclosures 1, 2, and 3 do coincide.

6. Weather: As reported by Seburi Yama D/F the weather was clear with winds at approximately 20 to 30 miles and scattered clouds at 10,000 feet. Noji D/F reported same weather.

7. Other Activity That Might Account For Sighting: See comments, paragraph 11.

8. Physical Evidence: None.

9. Interception or Identification: Attempted, negative results.

10. Air Traffic: Two F-94's attempted intercept.

11. Comments: Information in this report indicate object was possibly a star or weather balloon, since there was no electronic contact made by ground stations in the Southern Defense Area during this period that was not identified. A statement covering period of report is also included from Detachment 6, 20th Weather Squadron, APC 929-2 as additional information that could possibly have a bearing on sighting by ground observers. Reference IR-1-52. 68th Interceptor Squadron, for explanation of light effecting controls and weapons of F-94 as stated by A/Sgt R. L. Draughty (Incl #1).

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 3 OF 6 PAGES
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On the night of October 27, 1952 while on duty on the 1700 to 0000 shift as D/F operator at Moji D/F, I witnessed and reported a strange light to the southwest of my station. While working my shift I heard a transmission on 116.10 MCS from a pilot to my controller. The pilot reported a strange light which he described as changing color and disappearing and reappearing. He suggested to my controller that this light be investigated. At this point I made a visual inspection, with field glasses, of the area around my station. While in the process of scanning my immediate sector I noticed to the southwest on a bearing of approximately 250°, a glowing object. I kept my glasses on the object for approximately two minutes and it seemed to lose altitude and then increase in altitude. It seemed to change shape very little and it continued to dim and glow at frequent intervals. The object seemed to be approximately 20,000 feet in altitude. At this point I called my maintenance man A/Sgt W. T. Smith who was on duty in the maintenance section just below the D/F section. He viewed the object that I pointed out to him. He reported the same sighting which I explained previously in this statement. At approximately four or five minutes after the aircraft's sighting report I reported to my controller my sighting of the object. This was at 1832. At 1835 the object disappeared from our sight. In the next few minutes three men from my site witnessed the object along with Smith and myself. It had decreased in altitude and was approximately on a bearing of 260° from my station. It seemed to be about 15 to 20 miles from this station. The object seemed to be changing colors again, from a deep orange or reddish glow to a paler or yellowish glow. I reported this to my controller giving the bearing of 260° from my station. The object continued to be visible from our station and at 1850 I received a call over the frequency modulated circuit from the operator at Fukuoka D/F asking me if I still saw the object. I replied in the affirmative and he told me it was now visible from his station. The D/F operator from Fukuoka D/F reported seeing the object, to the controller. The object remained visible from our station losing altitude gradually. At 1855 it disappeared behind a mountain to the west of our station. We continued to listen on 116.10 MCS to transmission between interceptors aircraft which was following the object and our controller. This is all I have to report on our sightings from this station.

John P. Hynes
JOHN P. HYNES
A/2c, USAF

On October 27, 1952 at approximately 1850/I, Airmens Hayes, Johnson and I rushed to the D/F tower after being called by A/2c Hynes, the D/F operator on duty who said that he had sighted an unidentified object. I climbed to the roof of the D/F tower, there at approximately 260° from our station appeared a bright shining object of yellow color. This light seemed to be moving up and down and changing from a yellow light to a white light. Every few minutes this light would disappear altogether and then come on very bright again. This object did not seem to be too high because of the bright glow which it cast. Overheard on 116.10 MCS was an interceptor pilot who said he was at 33,500 feet and the light was effecting his controls and weapons. The last I saw of the light was at approximately 1955 when I returned to the barracks.

Richard L. Doight
RICHARD L. DOIGHT
A/2c, USAF

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Inst #1

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AG&W Group, APO 929	REPORT NO. IR-6-52	PAGE 4 OF 8 PAGES
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I had just arrived in supply at approximately 1830, about one or two minutes later I heard a commotion coming up the steps toward the D/F tower. I inquired to Richard Doughty and George Hayes, both D/F operators what was going on. When we arrived at the tower, we saw a glowing object approximately 280° from this station, about 10 to 15 miles. It appeared to be a star-like object hovering for a while in one spot and then up and down, giving off a bright, orange color which dimmed and became bright again. It moved up and down approximately in the same area of the first sighting. About 1855 this object just disappeared.

Eddie L. Johnson

EDDIE L. JOHNSON
S/Sgt, USAF

On the night of the 27 October 1952, I, A/3c George E. Hayes, was witness to an unusual sighting appearing in the sky. At approximately 1830/I, I viewed a bright red glow in the sky. It was a circular object and it seemed to move back and forth and up and down at various intervals. The object would go dim and then get bright again. I am unable to say at what altitude it was as it was a great distance from this station. I climbed upon the top of the D/F tower and looked at said object with field glasses. It lasted for about thirty minutes and then disappeared. My witness for this observation are S/Sgt E. L. Johnson, A/2c J. P. Hynes, A/3c R. L. Doughty, and A/3c W. T. Smith. I can truthfully say this object was not a star.

George E. Hayes

GEORGE E. HAYES
A/3c, USAF

On the night of October 27, 1952 while on duty in the radio maintenance section of Moji D/F, A/2c John Hynes called me up to the D/F tower and brought my attention to a strange object at approximately 280° from this station. As I remember it, the object at first looked sort of oblong with a very bright glow. I watched this through field glasses as it began to fade out and finally disappeared out of sight. I would say the object was from 15 to 20 miles from here and at about 20,000 feet. Of course it is hard to judge distance and height at night and even harder from this location. A few minutes later the object appeared again from the same direction only this time it did not seem so bright but sort of dim color. It seemed to be changing from an orange to a lighter color sort of bright yellow. From the time it appeared the second time it gradually began to lose altitude and finally disappeared behind the mountain west of this station.

William T. Smith
WILLIAM T. SMITH
A/3c, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 5 OF 8 PAGES
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On the night of October 27, 1952 at approximately 1855/I I spotted an object on a bearing of approximately 18 degrees from this station which is Seburi-Yama D/F. Moji D/F had reported sighting an object shortly before around his vicinity so I took a pair of binoculars and started searching the sky in that direction. Fifteen to twenty minutes later I spotted the object I reported coming almost directly toward me. It was impossible to judge the speed to any degree of accuracy. It did seem to be moving quite rapidly however. The object was a very small white light and seemed to be around a hundred or so miles away. To my knowledge there was no trail, exhaust or sound coming from the object. It continued toward this station on a horizontal line for about fifteen seconds or less and then just disappeared. When I say it was coming toward this station, do not get the idea that it was anywhere near here as it was quite a distance away.

I spotted it with a pair of 7/50 binoculars while I was standing just outside the D/F shack here. According to the Pacific Radio Facility Charts of September 15, 1952, the exact latitude and longitude of this station is 33 degrees 26 minutes North and 130 degrees 25 minutes East. The weather was clear with winds maybe 20 to 30 miles an hour and scattered clouds at approximately 10,000 feet. I did not see any aircraft in the vicinity of the object and of course I have no physical evidence of my sighting. As for my experience as an observer, I have had little. All I can say is that I did see the object. It came in this direction for about fifteen seconds and then disappeared. The action I took was to report the incident to Picnic, the Central Control Station. I have no drawing or sketch to include as the object was at too great a distance to make out any details.

The above report is a statement of what I saw on the night of October 27, 1952 while on duty here at Seburi-Yama D/F.

ROBERT I. GOODWIN
A/2c, USAF
D/F Operator

10/25/60 JMW
10/25/60 JMW

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

SECURITY INFORMATION
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 6 OF 18 PAGES
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A Rawinsonde balloon, with a light attached to the train, was released by personnel of Detachment 6, 20th Weather Squadron. Point of release was the Weather Station located at Itazuke Air Strip. Balloon was released at 1753/I 27 Oct 1952. A maximum height of 57,995 feet was attained 43 minutes and 10 seconds later at 1831/I. At this time the balloon burst and the instruments descended attached to a parachute. At the termination of the run the balloon at altitude was approximately 10-12 miles distant from the station on a bearing of 270 degrees.

Eugene T. Early
EUGENE T. EARLY
Lt Col, USAF
Detachment Commander

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 7 OF 8 PAGES
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D/I FEAf COMMENT: On IR-6-52

1. The following comments apply to 314th Troop Carrier Group IR Y101 and 43rd Air Division (DEF) IR-3-52 (originally published as 68th Interceptor Squadron IR 1-52, as referred to in "Comments" by the preparing officer of this report), as all three reports refer to the same incident.

2. The three reports give conflicting information as to the location and description of the light. The following conditions have been noted:

a. The Rawinsonde balloon was launched at 1753/I, from Itazuke Air Base, climbing at 58,000 feet, drifting to a point 10-12 miles west of Itazuke by 1841/I.

b. The night was fairly clear, with stars visible in all directions. scattered clouds were reported at various altitudes. In IR-3-52, 43rd A.D., Lt. Getchell states that light was last seen through a haze layer and changing color.

c. Information received from the Navy Liaison Officer, Hq FEAf, indicates that there is considerable fleet activity in these waters at all hours, with a fleet replenishment area of constant activity at 30-40 miles East of Pohang (F-3) Korea. Lights might be used throughout the general area at any time.

d. After the initial C-119 sighting, the other personnel were actually looking for, and expecting an unusual light.

e. The initial sighting was to the East of Pohang, Korea; the other sightings were in an area extending North and West from Itazuke Air Base to a point near Shad intersection.

3. Description of the object and its actions vary widely:

a. The C-119 sightings suggest the appearance of a ceiling light being flashed from a surface vessel to check cloud bases. In CAVU weather searchlight beams are often visible, and the rapid ascent of the "Object" could easily be the beam spot moving from a lower cloud patch to the higher clouds.

b. The F-94 sightings suggest the appearance of stars or distance surface lights seen through varying atmospheric conditions. Scattered patches of clouds and a shifting haze layer could cause the lights to appear to move and change their colors and appearance.

c. The sightings from the D/F stations suggest the appearance of a lighted weather balloon, flickering and shifting as it rose.

4. Times and locations of sightings compare closely enough to assume that different observers did spot something in this area; however, different objects could have been interpreted as one because of varying locations of observers.

a. Weather observers, while following a balloon with a theodolite, will occasionally find that they have unknowingly shifted the track from the balloon to a star or similar light. Similar circumstances are possible in this incident as well.

[Redacted]
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Intelligence Officer 527th AC&W Group, APO 929	IR-6-52	8	8	8

6. Because of the number of distinct possibilities on this incident, it is believed that the unidentified object was a combination of one or more of the following:

- a. Weather balloon.
- b. Searchlight.
- c. Lights on distance surface vessels.
- d. Stars.

HC George S. Atherton
CHARLES Y. BANFILL
Brigadier General, USAF
Deputy for Intelligence

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15

COUNTRY JAPAN	REPORT NO. X 101	(LEAVE BLANK) AF 470939
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UNIDENTIFIED FLYING OBJECT		
AREA REPORTED ON JAPAN - KOREA	FROM (Agency) 314th Trp Carr Gp - Intelligence Officer	
DATE OF REPORT 29 Oct 1952	DATE OF INFORMATION 27 October 1952	EVALUATION B-1
PREPARED BY (Officer) Capt. Paul W. Bryder	SOURCE Combat Crew Interrogation	
REFERENCES (Control number, directives, previous report, etc., as applicable) AFL 200-5		

SUMMARY (Enter concise summary of report. Give significance in first one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

Two unidentified flying objects, best described as glowing lights displaying an erratic flight pattern, were observed by a Troop Carrier Aircraft of this Command while on a routine airlift mission between Japan and Korea.

The observation was made between 1810 and 1840 hours.

PAUL W. BRYDER
PAUL W. BRYDER
 Captain, USAF
 Intelligence Officer

DOWNGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

R. Field

1 INCL.
Map

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21 Nov 52

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

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AUTH: CG 43ADIV
INITIALS CUS

COUNTRY JAPAN		REPORT NO. IR-6-52 <small>ccs.</small>	(LEAVE BLANK) Af 478 015
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYOBRPT	AREA REPORTED ON North-East KYUSHU	FROM <small>(Agency)</small> Central Briefing & Interrogation Center, Southern Defense Area, Japan	EVALUATION
DATE OF REPORT 29 October 1952	DATE OF INFORMATION 27 October 1952	SOURCE Air Crew Interrogations	C-3
REFERENCES <small>(Control numbers, directives, previous report, etc., as applicable)</small>			
Negative 527th AC&W IR-6-52 dtd 3 Nov 52; 314th Tp Car Gp Y-101 dtd 20 Oct 52.			
SUMMARY: <small>(Enter concise summary of report. Give significance in final one sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 112—Part II.)</small>			
<p>Shortly after sundown on 27 October 1952 a C-119 reported an unidentified flying object about 50 miles North of ASHIYA Air Force Base, KYUSHU, JAPAN, 33° - 53'N and 130° - 40'E. Investigation was made by two (2) F-94B aircraft at separate times, with conflicting reports. The unidentified object was varyingly reported as either a star or a "point of light" making head on passes at the investigating aircraft. Further details appear as Part II of this report.</p>			
<p><i>atir + 4</i> APPROVED: Clifton V. Stell CLIFTON V. STELL Lt Col., USAF Director Of Intelligence 43d Air Division (DEF)</p>			
<small>DOWNGRADED AT 3 YEAR INTERVALS DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10</small>			
<i>w/4 incld (A-D)</i> <i>ATIS DIB</i> <i>2-2-53</i>			
<i>19</i> <i>4 Blkstar Pin Conn</i> <i>4 ATIC ATTN:</i> <i>ATIAA-2c</i> <i>4 FEAF ATLO</i>			
<small>4 INCLS.</small> 1. Statement, 2/Lt E. Baldwin, 5 cys 2. Statement, 2/Lt H. Goldman, 5 cys 3. Statement, 1/Lt's Getchell & Kovacs, 5 cys 4. Map, Annotated			
<small>DISTRIBUTION BY ORIGINATOR</small> Chief, Air Technical Intelligence Center, ATTN: ATIA A-2c Wright-Patterson AFB, Ohio			
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EKS 605 011

AIR INTELLIGENCE INFORMATION REPORT

FROM (Name)	REVIEW NO.	PAGE 2 OF 3 PAGES		
Intelligence Officer 314th Trp Carr Gp (M)	Y 101			

On October 27th, 1810I, while on a routine airlift mission C-119 #9151 62nd Troop Carrier Squadron, 314th Troop Carrier Group, piloted by Captain Charles R. Loepkey, 17091A, sighted an unidentified flying object 30 miles South southeast of K-3. The aircraft was flying VFR at 9,000 feet on a heading of 160 degrees, at an indicated air speed of 156 knots.

The object was sighted directly to the left and slightly below the C-119, at an estimated distance of 10,40 miles.

It was described as being a very bright, white light, having no visible form or configuration. One crew member described it as similar to a star, only larger and much brighter. The light appeared as bright as a parachute flare, according to another member of the crew. All testified that it wasn't a beam of light and that there was no exhaust trail or elongation of the light. It remained round in shape.

After being under observation for 4-5 minutes by all members of the crew, the object suddenly ascended at a very rapid rate to an estimated altitude of 18,000 - 24,000 feet. The weather at this point was clear, with thin broken clouds at approximately 20,000 feet and visibility unlimited. The stars were visible. The rate of ascent was not estimated but it appeared very fast relatively.

After ascending, the object started a number of gyrations, changing altitude and directions very rapidly, but still remaining to the left of the aircraft. At this point, the pilot notified JADP by radio.

Five minutes out of SHAD intersection (FN 5057) a similar object was seen off the right wing of the C-119.

This, too, appeared as a bright, white light. It seemed to be closer than the first object, an estimated 20 miles distant, and the light was much brighter. From the moment the second object was sighted until the C-119 changed course at SHAD, both objects were observed by the crew, one to the left of the aircraft, one to the right.

At SHAD intersection the aircraft turned to a heading of 180 degrees and lost sight of the first object on the left. However, the second object remained to the right of the aircraft until the C-119 went on GCA at Ashiya. (J-1) At no time during the crew's observation did the second object undergo any substantial changes in altitude or direction.

The second object was last seen in the vicinity of Brady AB, FN 3230.

The pilot and other crew members discounted any theory that the lights could have resulted from a cockpit reflection or light. This thought occurred to them during the flight and they checked to make sure it was not a reflection. Also, one of the enlisted men went to the rear of the aircraft and observed the objects through the rear cargo doors, to minimize the possibility of internal reflections.

TRANSMITTAL FORM RESTRICTED
AMG FORM 9-9 FEB 48
REPLACES AMG FORM 50-54 WHICH MAY BE USED

FROM:		DATE	12/31/57 1600	IDENTIFICATION NUMBER	
INCOMING	EX-REF.	OFFICE	HOUR	COMPLETE FILE COPY	INCO. FILE COPY
					NO FILE COPY
FROM: FDR					
TO: [REDACTED]					
REG. NO. 37881 (20451)					
DESCRIPTION, DATES, AND SUBJECT: 1946-57, P-507 57, w/Description					
2/4, (2-27) - 507 (1-1-1), 1946-57, w/Description					
ENCLOSURES: See Reverse side 5					
TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)		DATE REC'D	HOUR
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Inclosures:

- #1, Statement, A/2C Hynes & A/3C Doughty, n/d, (1-1p)
T52-20662-A;
- #2, Statement, S/Sgt. Johnson, A/3C Hayes, & A/3C Smith
n/d, (1-1p) T52-20662-B;
- #3, Statement, A/3C Goodwin, n/d, (1-1p) T52-20662-C;
- #4, Statement, Lt. Col. Early, n/d, (1-1p) T52-20662-D;
- #5, D/I FEAF Com: on IR-6-52, n/d, (2-2p) T52-20662-E;

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 314th Trp Carr Gp (M)	REPORT NO. Y 101	PAGE 3	OF 3	PAGES
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Upon re-interrogation, all crew members reported no change in the basic story outlined above. The reliability of the witnesses is rated as "B" by this Headquarters, since three of the five crew members have flown more than 500 hours, with more than three years flying experience. The pilot, Captain Loepkey, is a regular officer with nine years flying experience, three of it as a combined navigator - radar operator - bombardier, during World War II.

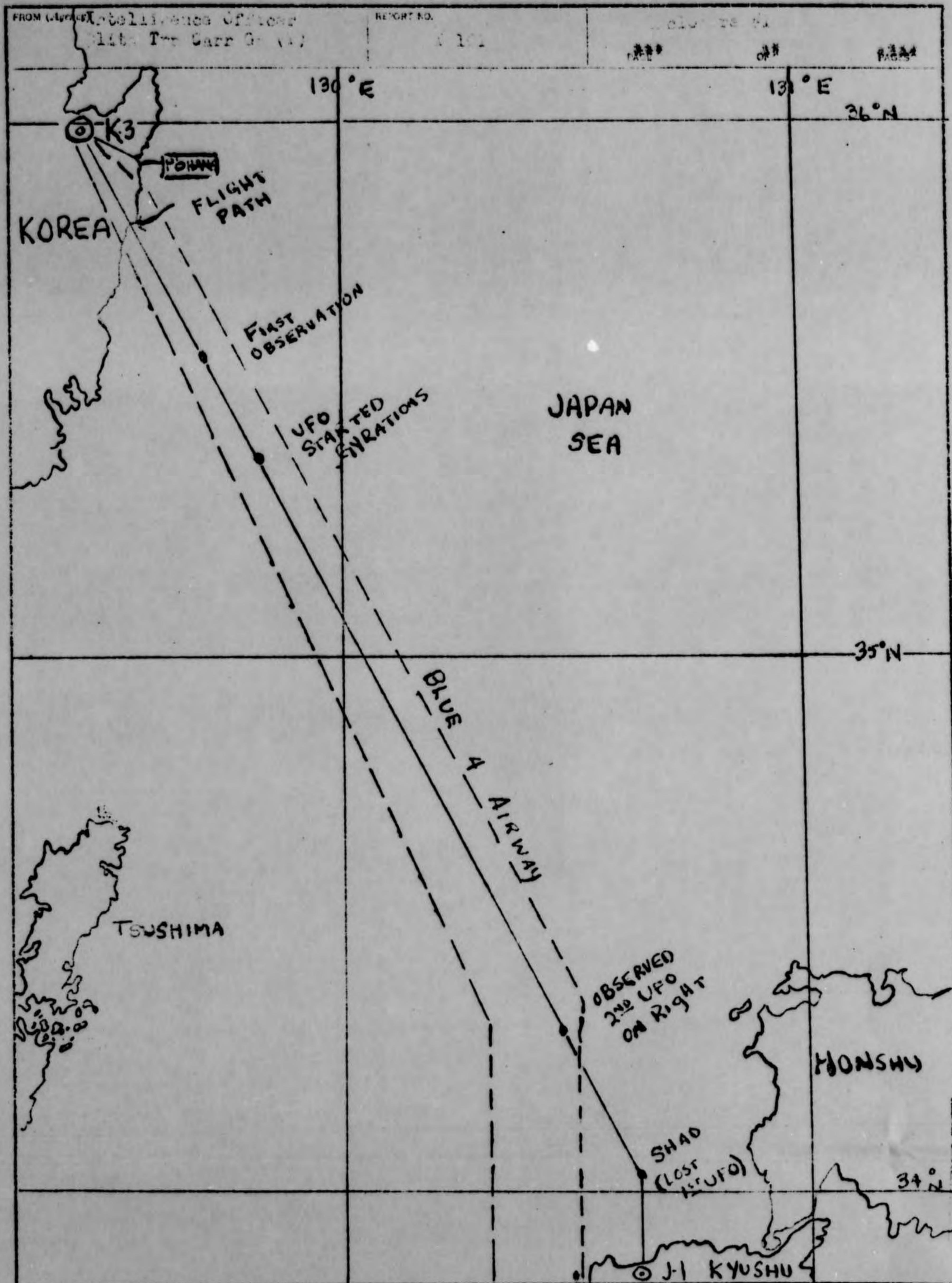
Other crew members included 1st Lt. Gerald G. Boruski, AF 185 8459, co-pilot, S/Sgt James A Buntin, AF 14 104 064, crew chief, A/2c James E. Willis, AF 23030660, radio operator, and A/2c Leslie T. Walker, AF 14 353 526, student radio operator.

There were no reported meteorological phenomena which might account for this reported sighting.

The sighting was confirmed by the fighter pilot sent up by JADF to intercept the object. This confirmation was overheard by Airman Walker, who was monitoring the fighter frequency on VHF.

Paul W. Bryder
**PAUL W. BRYDER
Captain, USAF
Intelligence Officer**

4-47-111
AIR INTELLIGENCE INFORMATION REPORT



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18.

COUNTRY JAPAN	REPORT NO. IR-6-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBRPT		
AREA REPORTED ON NORTHERN KYUSHU	FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	
DATE OF REPORT 3 November 1952	DATE OF INFORMATION 27 October 1952	EVALUATION See Comments, page 2
PREPARED BY (O/R/CW) ALONZO N. SLOAN JR. Int Off	SOURCE 610th AC&W Squadron	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5, 29 April 1952	314th Tp Carr Gp IH Y101 dtd 20 Oct 52 IR-3-52 43rd Air Division dtd 29 Oct 52	
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)		
<p>Information contained in this report concerns an unidentified, star-like object, sighted at Moji D/F (WJLD 5755) and Seburi Yama D/F (WJLD 2226).</p> <p>APPROVED:</p> <p><i>Alonzo N. Sloan</i> ALONZO N. SLOAN JR. Captain, USAF Intelligence Officer</p> <p>DOWNGRADED AT 3 YEAR INTERVALS DECLASSIFIED AFTER 16 YEARS DOD DIR 5200.10</p> <p>4 INCL</p> <p>1. Statement by A/2c Hynes and A/3c Doughty. 2. Statement by S/Sgt Johnson, A/3c Hayes and A/3c Smith. 3. Statement by A/2c Goodwin. 4. Statement by Lt Col Early.</p> <p>DISTRIBUTION BY ORIGINATOR 1 copy to D/I JADF 1 copy to D/I 43D AD (Def) UNCLASSIFIED</p>		

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AF FORM 112—PART II
APPROVED 1 JUNE 1968

AIR INTELLIGENCE INFORMATION REPORT

FROM [REDACTED] Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE <i>2</i> OF <i>4</i> PAGES
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1. Description of Object: A far away star-like light that changed from a deep orange glow to a pale yellow glow that continued to disappear and re-appear every few minutes (approximately 2 to 3 minutes). Altitude of object was approximately 20,000 feet and at a distance of 10 to 20 miles from Moji D/F (WJLD 5755). During observation, object appeared to increase and decrease in altitude at frequent intervals. The object remained visible for approximately 25 minutes, gradually losing altitude and disappeared from observation in a westerly direction (270°). There was no distinguishable trail, exhaust or sound from the object.

2. Time of Sighting: Object was sighted at 1830/I and remained in view at intervals until 1855/I. Total time of sighting was 25 minutes.

3. Manner of Observation: Was visual (Binoculars 7/50) by five airmen from Moji D/F and one airman from Seburi Yama D/F (WJLD 2226).

4. Location of Observers: Five airmen observed object at Moji D/F (WJLD 5755) and one airman at Seburi Yama D/F (WJLD 2226). At Moji D/F, object was sighted at approximately 250° in relation to site, at an estimated distance of 10 to 20 miles from site and at an altitude of approximately 20,000 feet. The next observation indicated a decrease in altitude and a bearing of approximately 280° in relation to Moji D/F. At Seburi Yama D/F object was at approximately 18° in relation to site with no estimated distance or altitude.

5. Identifying Information of Observers: The reliability of the observation made by these airmen is very good, although they have had little experience in a visual observation such as this, but their detailed statements, Inclosures 1, 2, and 3 do coincide.

6. Weather: As reported by Seburi Yama D/F the weather was clear with winds at approximately 20 to 30 miles and scattered clouds at 10,000 feet. Moji D/F reported same weather.

7. Other Activity That Might Account For Sighting: See comments, paragraph 11.

8. Physical Evidence: None.

9. Interception or Identification: Attempted, negative results.

10. Air Traffic: Two F-94's attempted intercept.

11. Comments: Information in this report indicate object was possibly a star or weather balloon, since there was no electronic contact made by ground stations in the Southern Defense Area during this period that was not identified. A statement covering period of report is also included from Detachment 6, 20th Weather Squadron, APO 929-2 as additional information that could possibly have a bearing on sighting by ground observers. Reference IR-1-52, 66th Interceptor Squadron, for explanation of light effecting controls and weapons of F-94 as stated by A/jc R. L. Doughty (Incl #1).

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 8 OF 58 PAGES
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On the night of October 27, 1952 while on duty on the 1730 to 0000 shift as D/F operator at Moji D/F, I witnessed and reported a strange light to the southwest of my station. While working my shift I heard a transmission on 116.10 MCS from a pilot to my controller. The pilot reported a strange light which he described as changing color and disappearing and reappearing. He suggested to my controller that this light be investigated. At this point I made a visual inspection, with field glasses, of the area around my station. While in the process of scanning my immediate sector I noticed to the southwest on a bearing of approximately 250°, a glowing object. I kept my glasses on the object for approximately two minutes and it seemed to lose altitude and then increase in altitude. It seemed to change shape very little and it continued to dim and glow at frequent intervals. The object seemed to be approximately 20,000 feet in altitude. At this point I called my maintenance man A/3c W. T. Smith who was on duty in the maintenance section just below the D/F section. He viewed the object that I pointed out to him. He reported the same sighting which I explained previously in this statement. At approximately four or five minutes after the aircraft's sighting report I reported to my controller my sighting of the object. This was at 1832. At 1833 the object disappeared from our sight. In the next few minutes three men from my site witnessed the object along with Smith and myself. It had decreased in altitude and was approximately on a bearing of 280° from my station. It seemed to be about 15 to 20 miles from this station. The object seemed to be changing colors again, from a deep orange or reddish glow to a paler or yellowish glow. I reported this to my controller giving the bearing of 280° from my station. The object continued to be visible from our station and at 1850 I received a call over the frequency modulated circuit from the operator at Fukuoka D/F asking me if I still saw the object. I replied in the affirmative and he told me it was now visible from his station. The D/F operator from Fukuoka D/F reported seeing the object, to the controller. The object remained visible from our station losing altitude gradually. At 1855 it disappeared behind a mountain to the west of our station. We continued to listen on 116.10 MCS to transmission between interceptors aircraft which was following the object and our controller. This is all I have to report on our sightings from this station.

John P. Hynes
JOHN P. HYNES
A/2c, USAF

On October 27, 1952 at approximately 1850/I, Airmens Hayes, Johnson and I rushed to the D/F tower after being called by A/2c Hynes, the D/F operator on duty who said that he had sighted an unidentified object; I climbed to the roof of the D/F tower, there at approximately 280° from our station appeared a bright shining object of yellow color. This light seemed to be moving up and down and changing from a yellow light to a white light. Every few minutes this light would disappear altogether and then come on very bright again. This object did not seem to be too high because of the bright glow which it cast. Overheard on 116.10 MCS was an interceptor pilot who said he was at 33,500 feet and the light was effecting his controls and weapons. The last I saw of the light was at approximately 1955 when I returned to the barracks.

Richard L. Dougherty
RICHARD L. DOUGHERTY
A/2c, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. .IR-6-52	PAGE <u>1</u> OF <u>1</u> PAGES
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I had just arrived in supply at approximately 1830, about one or two minutes later I heard a commotion coming up the steps toward the D/F tower. I inquired to Richard Doughty and George Hayes, both D/F operators what was going on. When we arrived at the tower, we saw a glowing object approximately 280° from this station, about 10 to 15 miles. It appeared to be a star-like object hovering for a while in one spot and then up and down, giving off a bright, orange color which dimmed and became bright again. It moved up and down approximately in the same area of the first sighting. About 1855 this object just disappeared.

Eddie L. Johnson

EDDIE L. JOHNSON
S/Sgt, USAF

On the night of the 27 October 1952, I, A/3c George E. Hayes, was witness to an unusual sighting appearing in the sky. At approximately 1830/I, I viewed a bright red glow in the sky. It was a circular object and it seemed to move back and forth and up and down at various intervals. The object would go dim and then get bright again. I am unable to say at what altitude it was as it was a great distance from this station. I climbed upon the top of the D/F tower and looked at said object with field glasses. It lasted for about thirty minutes and then disappeared. My witness for this observation are S/Sgt E. L. Johnson, A/2c J. P. Hynes, A/3c R. L. Doughty, and A/3c W. T. Smith. I can truthfully say this object was not a star.

George E. Hayes

GEORGE E. HAYES
A/3c, USAF

On the night of October 27, 1952 while on duty in the radio maintenance section of Moji D/F, A/2c John Hynes called me up to the D/F tower and brought my attention to a strange object at approximately 280° from this station. As I remember it, the object at first looked sort of oblong with a very bright glow. I watched this through field glasses as it began to fade out and finally disappeared out of sight. I would say the object was from 15 to 20 miles from here and at about 20,000 feet. Of course it is hard to judge distance and height at night and even harder from this location. A few minutes later the object appeared again from the same direction only this time it did not seem so bright but sort of dim color. It seemed to be changing from an orange to a lighter color sort of bright yellow. From the time it appeared the second time it gradually began to lose altitude and finally disappeared behind the mountain west of this station.

William T. Smith
WILLIAM T. SMITH
A/3c, USAF

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SECURITY INFORMATION
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 5 OF 5 PAGES
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On the night of October 27, 1952 at approximately 1855/I I spotted an object on a bearing of approximately 18 degrees from this station which is Seburi-Yama D/F. Moji D/F had reported sighting an object shortly before around his vicinity so I took a pair of binoculars and started searching the sky in that direction. Fifteen to twenty minutes later I spotted the object I reported coming almost directly toward me. It was impossible to judge the speed to any degree of accuracy. It did seem to be moving quite rapidly however. The object was a very small white light and seemed to be around a hundred or so miles away. To my knowledge there was no trail, exhaust or sound coming from the object. It continued toward this station on a horizontal line for about fifteen seconds or less and then just disappeared. When I say it was coming toward this station, do not get the idea that it was anywhere near here as it was quite a distance away.

I spotted it with a pair of 7/50 binoculars while I was standing just outside the D/F shack here. According to the Pacific Radio Facility Charts of September 15, 1952, the exact latitude and longitude of this station is 33 degrees 26 minutes North and 130 degrees 23 minutes East. The weather was clear with winds maybe 20 to 30 miles an hour and scattered clouds at approximately 10,000 feet. I did not see any aircraft in the vicinity of the object and of course I have no physical evidence of my sighting. As for my experience as an observer, I have had little. All I can say is that I did see the object. It came in this direction for about fifteen seconds and then disappeared. The action I took was to report the incident to Picnic, the Central Control Station. I have no drawing or sketch to include as the object was at too great a distance to make out any details.

The above report is a statement of what I saw on the night of October 27, 1952 while on duty here at Seburi-Yama D/F.

ROBERT I. GOODWIN
A/2c, USAF
D/F Operator

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

**SNOW (CONT'D) Central Briefing and
Interrogation Center, Southern
Defenses Area, Japan**

RENTAL NO. 3
LR-3-52

PAGE 2 OF 3 PAGES

Detailed information regarding the unidentified object referred to in Part I of this report is as follows:

1. The object was described by four (4) observers in two (2) separate F-94B aircraft. Lt Baldwin, Pilot, described the object as a steady bright white point of light like an aircraft landing light, turned directly toward you from 4,000 to 5,000 yards. Lt Goldman, Radar Observer, described the object as a perceptible disk of white light about one third the size of the moon which occasionally faded in and out. Lt Getchell and Lt Kovacs said the object was a star and they are convinced it was a star they saw. In all cases, there was only one object sighted.

2. In all cases there were negative aerodynamic features, negative trail or exhaust, negative propulsion system and negative sound emanating from the object.

3. The "star" that Lt Getchell and Lt Kovacs observed did not maneuver and remained in view at all times except when their aircraft went behind clouds. The object that Lt Baldwin saw on one occasion disappeared and then later reappeared, on one occasion appeared to be moving laterally and descending in altitude and on another occasion appeared to be making a head on pass on Lt Baldwin's aircraft. Lt Goldman reported that the object also appeared to be coming head on, but that it faded in and out throughout the entire time of sighting. The final disappearance of the object seen by Lt's Goldman and Baldwin was due to cloud conditions at the time.

4. The object was first sighted by Lt Baldwin and Lt Goldman at 1830I and the object disappeared 45 seconds later. These two observers again sighted the same object in a different position between 1840I and 1845I. The duration of their second sighting was several minutes. Lt Getchell and Lt Kovacs saw the object they were instructed to investigate for an extended period of time, from 1850I to 1950I.

5. All observers saw the object visually and there was negative radar contact, although the radar sets in both aircraft were operative. All observations were from airborne aircraft at speeds ranging from 260 knots to 0.8 mach at altitudes from 19,000 to 33,000 feet.

5. Lt Getchell and Lt Kovacs observed what they thought to be a star on a heading of 250° 10° above the horizon while their aircraft was moving from $33^{\circ} - 41'N$ and $130^{\circ} - 19'E$ to approximately $32^{\circ} - 30'N$ and $128^{\circ} - 30'E$. Lt Baldwin and Lt Goldman observed the unidentified point or disk of light while they were at a position $34^{\circ} - 40'N$ and $130^{\circ} - 22'E$ and when they were moving South to a position $33^{\circ} - 41'N$ and $130^{\circ} - 19'E$. The object was estimated at altitudes from 5,000 to 20,000 feet.

7. During all the sightings there was a scattered cloud layer from 27,000 to 29,000 feet, winds unknown and visibility good, no haze.

5. Negative physical evidence was obtained.

9. An attempt was made by both aircraft to intercept and identify the object, however the closest distance between observer and object was estimated to be from 4,000 to 5,000 yards.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)
Intelligence Officer
527th AC&W Group, APO 929

REPORT NO.

IR-6-52

PAGE

6

PAGES

A Rawinsende balloon, with a light attached to the train, was released by personnel of Detachment 6, 20th Weather Squadron. Point of release was the Weather Station Located at Itazuke Air Strip. Balloon was released at 1753/I 27 Oct 1952. A maximum height of 57,995 feet was attained 43 minutes and 10 seconds later at 1841/I. At this time the balloon burst and the instruments descended attached to a parachute. At the termination of the run the balloon at altitude was approximately 10-12 miles distant from the station on a bearing of 270 degrees.

Eugene T. Early
EUGENE T. EARLY
Lt Col, USAF
Detachment Commander

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AIR INTELLIGENCE INFORMATION REPORT

FROM (ARMED) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE <i>4</i> OF <i>28</i> PAGES
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D/I FEAP COMMENT: On IR-6-52

1. The following comments apply to 314th Troop Carrier Group IR Y101 and 43rd Air Division (D/F) IR-3-52 (originally published as 68th Interceptor Squadron IR 1-52, as referred to in "Comments" by the preparing officer of this report), as all three reports refer to the same incident.

2. The three reports give conflicting information as to the location and description of the light. The following conditions have been noted:

a. The Rawinsonde balloon was launched at 1753/I, from Itazuke Air Base, climbing at 58,000 feet, drifting to a point 10-12 miles west of Itazuke by 1841/I.

b. The night was fairly clear, with stars visible in all directions. Scattered clouds were reported at various altitudes. In IR-3-52, 43rd A.D., Lt. Getchell states that light was last seen through a haze layer and changing color.

c. Information received from the Navy Liaison Officer, Hq FEAP, indicates that there is considerable fleet activity in these waters at all hours, with a fleet replenishment area of constant activity at 30-40 miles East of Pohang (F-3) Korea. Lights might be used throughout the general area at any time.

d. After the initial C-119 sighting, the other personnel were actually looking for, and expecting an unusual light.

e. The initial sighting was to the East of Pohang, Korea; the other sightings were in an area extending North and West from Itazuke Air Base to a point near Shad intersection.

3. Description of the object and its actions vary widely:

a. The C-119 sightings suggest the appearance of a ceiling light being flashed from a surface vessel to check cloud bases. In CAVU weather searchlight beams are often visible, and the rapid ascent of the "Object" could easily be the beam spot moving from a lower cloud patch to the higher clouds.

b. The F-94 sightings suggest the appearance of stars or distance surface lights seen through varying atmospheric conditions. Scattered patches of clouds and a shifting haze layer could cause the lights to appear to move and change their colors and appearance.

c. The sightings from the D/F stations suggest the appearance of a lighted weather balloon, flickering and shifting as it rose.

4. Times and locations of sightings compare closely enough to assume that different observers did spot something in this area; however, different objects could have been interpreted as one because of varying locations of observers.

a. Weather observers, while following a balloon with a theodolite, will occasionally find that they have unknowingly shifted the track from the balloon to a star or similar light. Similar circumstances are possible in this incident as well.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Officer 527th AC&W Group, APO 929	REPORT NO. IR-6-52	PAGE 2 OF 2 PAGES
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6. Because of the number of distinct possibilities on this incident, it is believed that the unidentified object was a combination of one or more of the following:

- a. Weather balloon.
- b. Searchlight.
- c. Lights on distance surface vessels.
- d. Stars.

4C George S. Arthur
CHARLES Y. BANFILL
Brigadier General, USAF
Deputy for Intelligence

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				FM 9-9 FEB 48 REPLACES ANC FO 1 WHICH MAY BE USED	
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INCOMING	OFFICE	OUTGOING	COMPLY	NO FILE COPY	FILE COPY
FROM: TELE		TO: WASH			
REG. NO. 37881 (20451)					
DESCRIPTION, DATES, AND SUBJECT: EL-3-52, 19-Nov 52, (2-3p)					
ENCLOSURES: See Reverse Side 5					
TO: (OR P/C OR SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)		DATE REC'D	HOUR
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- McP*
CRB
- #1, Statement, Lt. Baldwin, 27 Oct 52, (1-2p)
T52-20651-A;
 - #2, Statement, Lt. Goldman, 27 Oct 52, (1-1p)
T52-20651-B;
 - #3, Statement, Lt's Getchell & Kovacs, 27 Oct 52,
(2-2p) T52-20651-C;
 - #4, Map, n/a, (1-1p) T52-20651-D;

AIR INTELLIGENCE INFORMATION REPORT

FROM [REDACTED] Central Briefing and
Interrogation Center, Southern
Defense Area, Japan

REPORT NO.

IR-~~3~~-52

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PAGE 2 OF 3 PAGES

Detailed information regarding the unidentified object referred to in Part I of this report is as follows:

1. The object was described by four (4) observers in two (2) separate F-94B aircraft. Lt Baldwin, Pilot, described the object as a steady bright white point of light like an aircraft landing light, turned directly toward you from 4,000 to 5,000 yards. Lt Goldman, Radar Observer, described the object as a perceptible disk of white light about one third the size of the moon which occasionally faded in and out. Lt Getchell and Lt Kovacs said the object was a star and they are convinced it was a star they saw. In all cases, there was only one object sighted.

2. In all cases there were negative aerodynamic features, negative trail or exhaust, negative propulsion system and negative sound emanating from the object.

3. The "star" that Lt Getchell and Lt Kovacs observed did not maneuver and remained in view at all times except when their aircraft went behind clouds. The object that Lt Baldwin saw on one occasion disappeared and then later reappeared, on one occasion appeared to be moving laterally and descending in altitude and on another occasion appeared to be making a head on pass on Lt Baldwin's aircraft. Lt Goldman reported that the object also appeared to be coming head on, but that it faded in and out throughout the entire time of sighting. The final disappearance of the object seen by Lt's Goldman and Baldwin was due to cloud conditions at the time.

4. The object was first sighted by Lt Baldwin and Lt Goldman at 1830I and the object disappeared 45 seconds later. These two observers again sighted the same object in a different position between 1840I and 1845I. The duration of their second sighting was several minutes. Lt Getchell and Lt Kovacs saw the object they were instructed to investigate for an extended period of time, from 1850I to 1950I.

5. All observers saw the object visually and there was negative radar contact, although the radar sets in both aircraft were operative. All observations were from airborne aircraft at speeds ranging from 260 knots to 0.8 mach at altitudes from 19,000 to 33,000 feet.

6. Lt Getchell and Lt Kovacs observed what they thought to be a star on a heading of 250° 10' above the horizon while their aircraft was moving from 33° - 41'N and 130° - 19'E to approximately 32° - 30'N and 128° - 30'E. Lt Baldwin and Lt Goldman observed the unidentified point or disk of light while they were at a position 34° - 40'N and 130° - 22'E and when they were moving South to a position 33° - 41'N and 130° - 19'E. The object was estimated at altitudes from 5,000 to 20,000 feet.

7. During all the sightings there was a scattered cloud layer from 27,000 to 29,000 feet, winds unknown and visibility good, no haze.

8. Negative physical evidence was obtained.

9. An attempt was made by both aircraft to intercept and identify the object, however the closest distance between observer and object was estimated to be from 4,000 to 5,000 yards.

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AIR INTELLIGENCE INFORMATION REPORT

Central Briefing and
Interrogation center, Southern
Defense area, Japan

Detailed information regarding the unidentified object referred to in Part I of this report, (Cont'd)

10. There was occasional other air traffic sighted during the period the unidentified object was observed.

11. Comments of the preparing officer: Lt Getchell and Lt Kovacs are both experienced air crew members having combat experience in World War II and in Korea. Both would be considered competent observers, however, Lt Getchell is inclined to be over skeptical, a fact which is attested to by his Squadron Commander and his Flight Leader. Lt Baldwin and Lt Goldman are both very inexperienced and young officers. They are both impressionable and excitable. This is also the opinion of their Squadron Commander and Flight Leader.

Peter E Becker
PETER E BECKER
2nd Lt., USAF
Officer in Charge

Probably a tree

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FROM: (Initials) Central Briefing
Interrogation Center
Southern Defense Area—JAPAN-

REPORT NO.

IR-~~3~~-52

PAGE 1 OF 2

PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
Second Lieutenant Eugene F. Baldwin, Jr., AO 2 222 906.

Conform Yellow, an F-94B, was airborne on a Combat Air Patrol
at 1740I, 2nd Lt Baldwin, Pilot.

Friendly was making practice intercepts on an identified air-
craft in the vicinity of OKINO-SHIMA, 34° - 14' N and 130° - 07' E
and BRADY Air Field, 33° - 40' N and 130° - 22' E.

It was still dusk, with Conform Yellow near BRADY Air Field,
when a C-119 called SHIGANO-SHIMA GCI, 33° - 41' N and 130° - 19I E,
that he was watching a fast-moving, fast-climbing object, and sug-
gested to GCI that the object be investigated. After being informed
that Conform Yellow had 45 minutes fuel left, GCI instructed him to
investigate.

Friendly climbed to 20,000 feet and flew on a heading of 360°
from BRADY Air Field to a point 45 - 50 miles from BRADY. At 1830I
with friendly at 19,000 feet, Air Speed 260 Knots, an object appeared
off the right wing tip. Friendly turned into the object and intended
to turn off all his lights, however, pilot inadvertently left on his
fuselage light.

At first contact pilot reports the object looked as big as a
fighter 4,000 to 5,000 yards from him. Object looked like a white
light, an aircraft landing light turned directly at him from 4,000
to 5,000 yards away.

Friendly was heading 090° and object appeared to be heading
directly toward him at an unestimated speed. Pilot called the Radar
Observer and exclaimed that it looked like bogie was making a head-on
pass, Radar Observer agreed. Then the object disappeared completely
and unexpectedly. Time: 1830 to 1845I.

After object disappeared, friendly turned port and climbed to
24,000 feet. Then pilot thought the whole incident was in error and
that the object was a star. Pilot informed GCI that it was a star.

Friendly then made a 180° turn inbound toward ITAZUKE Air Force
Base, 33° - 35' N and 130° - 27' E. Object then reappeared off
friendly's right wing. Pilot called GCI and told them that he had
a visual on the bogie again that it was not a star.

Friendly turned into the object which got brighter as if it were
descending toward friendly from 20° starboard and 20° high at an un-
estimated speed. Pilot then discovered and turned off the fuselage
light. Pilot reported minimum fuel to GCI, turned to a heading of
260° descending at 6,000 feet per minute to 17,000 feet. Then the
friendly turned port heading 210° directly inbound to ITAZUKE Air
Force Base. As friendly turned, the bogie moved to a point 2 o'clock
to his position. Bogie descended as he moved, but pilot could not
estimate speed or distance.

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FROM (Agency) Central Briefing &
Interrogation Center
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REPORT NO.

IR-~~■■■~~-52
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PAGE 2 OF 2 PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
2nd Lt. Baldwin (Cont'd)

Pilot called GCI at 1845I and informed them of bogie's position,
a relative bearing of 020° from SHIGANO-SHIMA, and 20,000 feet altitude.
Pilot asked if GCI had any radar contact with anything in that location.
GCI replied they were "painting" something in that general direction.

Friendly was now at 3,000 feet and object moved starboard to
3 o'clock at approximately 5,000 feet altitude.

Conform Green then called Conform Yellow for instructions. Conform
Yellow told him the approximate position of the bogie. Conform Green
replied that he had visual contact but appeared to Conform Yellow to go
between bogie and friendly and continue on a course outbound from the
object.

Friendly then landed under an overcast and object disappeared.

The foregoing was a true and complete narrative of the flight
of "Conform Yellow from 1740 to 1856I on 27 October 1952.

/s/Eugene F. Baldwin, Jr.
/t/EUGENE F. BALDWIN, JR., AO 2 222 906
2nd Lt., USAF
Pilot

THIS IS A CERTIFIED TRUE COPY:

Clifton V. Stell

CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence

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Detailed information regarding the unidentified object referred to in Part I of this report. (Cont'd)

10. There was occasional other air traffic sighted during the period the unidentified object was observed.

11. Comments of the preparing officer: Lt Getchell and Lt Kovacs are both experienced air crew members having combat experience in World War II and in Korea. Both would be considered competent observers, however, Lt Getchell is inclined to be over skeptical, a fact which is attested to by his Squadron Commander and his Flight Leader. Lt Baldwin and Lt Goldman are both very inexperienced and young officers. They are both impressionable and excitable. This is also the opinion of their Squadron Commander and Flight Leader.

Peter E Becker
PETER E BECKER
2nd Lt., USAF
Officer in Charge

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FROM (Agency) Central Briefing & Interrogation Center - Southern Defense Area - JAPAN -	REPORT NO. IR- 3 -52 <i>cws</i>	PAGE 1 OF 1 PAGES
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Narrative Report of Unidentified Flying Object on 27 October 1952, by
Second Lieutenant Harold Goldman, AO 2 223 937.

(This report supplements narrative by 2nd Lt Eugene Baldwin)

Conform Yellow was airborne on a Combat Air Patrol at 1740I.
2nd Lt Goldman, Radar Observer.

Friendly was making practice intercepts on identified aircraft
in the vicinity of OKINO-SHIMA, 34° - 14' N and 130° - 07' E and
BRADY Air Field, 33° - 40' N and 130° - 22' E.

Just after send intercept friendly was instructed to investigate
unidentified flying object 50 miles north of ASHIYA Air Force Base,
33° - 53' N and 130° - 40' E, at 20,000 feet called to GCI by a C-119.

When friendly arrived at a point 50 miles north of ASHIYA, a
bright light was noticed off the right wing at 3 o'clock. Friendly
turned into object. The light faded in and out but appeared to be
coming towards friendly. There were stars behind the object. Friendly
climbed to 24,000 feet from 19,000 feet and was then positive that the
object was not a star.

Friendly then took up a heading of 210° and object no longer
appeared to be coming head-on. Friendly was descending and object
appeared to be in level flight with a speed greater than friendly. A
C-119 came overhead from direction of bogie between friendly and bogie.
The bogie was observed at all times to fade and reappear.

As friendly was returning to ITAZUKA Air Force Base, 33° - 35' N
and 130° - 27' E, for a landing, bogie appeared to be at 3,500 feet
over SHIBANO-SHIMA, 33° - 41' N and 130° - 19' E and this information
was reported to Conform Green who took over the chase.

The foregoing was a true and complete narrative of the flight of
"Conform Yellow" from 1740 to 1856I on 27 October 1952.

/s/Harold Goldman
/t/HAROLD GOLDMAN, AO 2 223 937
2nd Lt., USAF
Radar Observer

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Clifton V. Stell

CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence

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PAGE 1 OF 2

PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by First Lieutenant Richard H. Getchell, AO 1 910 229 and First Lieutenant Charles A. Kovacs, AO 590 197:

Conform Green, an F-94B, took off at 1850I on a Scramble, 1st Lt Getchell, Pilot and 1st Lt Kovacs, Radar Observer.

As soon as he was airborne, the Pilot called SHIGANO-SHIMA GCI (Picnic) $33^{\circ} - 41' N$ and $130^{\circ} - 19' E$, for instructions. GCI instructed Conform Green to take up a heading of 360° and call Conform Yellow for a briefing. (Conform Yellow was a previously airborne F-94)

Conform Yellow reported to Conform Green that the object was then over SHIGANO-SHIMA GCI. Conform Green was then over the BRADY Air Field Homer, $33^{\circ} - 40' N$ and $130^{\circ} - 22I E$, and when he received the instructions from Conform Yellow he looked toward SHIGANO-SHIMA and saw the bright light referred to as the bogie. The light was on a heading of 250° from SHIGANO-SHIMA GCI and 10° above the horizon. This was reported to GCI who then asked for identification of the "object."

Conform Green headed 250° , climbing with afterburner to 33,000 feet, "on the mach" all the way, and proceeded to a point estimated to be 100 miles from SHIGANO-SHIMA. From this position "bogie" was still 10° above the horizon on a heading of 250° with its size and brilliance unchanged. At this time (1910I) Pilot identified "bogie" as a star. GCI permitted Conform Green to break off and friendly homed into BRADY Air Field on a heading of 030° at 33,000 feet.

On its way toward BRADY Air Field Conform Green noticed another bright star 2 O'clock from his position.

GCI then called Conform Green and instructed them to continue searching. Conform Green continued past BRADY Air Field on a heading of 030° for 50 miles to the position where the object was first sighted. While enroute friendly passed over a 29,000 foot broken overcast which obscured the object for the rest of the flight.

The object was last seen when Conform Green was 30 miles NE of BRADY Air Field. The objects position was still on a heading of 250° from SHIGANO-SHIMA, with an elevation above the horizon of 5° .

The light was last seen through a thick haze layer and was changing color rapidly.

Pilot continued searching up to 40,000 feet, saw nothing, and broke off the search at 2010I. Conform Green then proceeded to ITAZUKA Air Force Base, $33^{\circ} - 35' N$ and $130^{\circ} - 27' E$ and landed at 2025I.

Pilot and Radar Observer are of the opinion that the object was a star or other heavenly body.

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IR-3
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PAGE 2

OF 2

PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
1st Lt Getchell and 1st Lt Kovacs, (Cont'd)

The foregoing was a true and complete narrative of the flight of
"Conform Green" from 1850I to 2025I on 27 October 1952.

/s/Richard H. Getchell
/t/RICHARD H. GETCHELL, AO 1 910 229
1st Lt., USAF
Pilot

/s/Charles A. Kovacs
/t/CHARLES A. KOVACS, AO 590 197
1st Lt., USAF
Radar Observer

Amendment to Narrative Report of Unidentified Flying Object on 27 October
1952, by 1st Lt. Charles Kovacs, Radar Observer.

Upon picking up the light visually, the Radar Observer attempted to
pick up and lock on to the light with the weapon. Although no return was
picked up by the weapon, interference appeared in the approximate azimuth
of the light when the Radar set was operated on hand control. The pilot
reported this to Shigano Shima GCI.

This took place shortly after take off and sighting of the light. The
Radar Observer did not have time to check the operation of the set.

After the Pilot and Radar Observer identified the object as a star,
the Radar Observer proceeded to check the set. It was found at this time
that interference could be produced by moving the hand control rapidly in
a small area. This was tested at various elevations and azimuths and the
same results were obtained in all cases.

This rapid movement was very similar to the tactics used by the
Radar Observer in attempting to pick up the unidentified object.

The foregoing was a true and complete amendment to the narrative of the
flight of "Conform Green" from 1850I to 2025I on 27 October 1952.

/s/Charles A. Kovacs
/t/CHARLES A KOVACS, AO 590 197
1st Lt., USAF
Radar Observer

THIS IS A CERTIFIED TRUE COPY:

Clifton V. Stell
CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence

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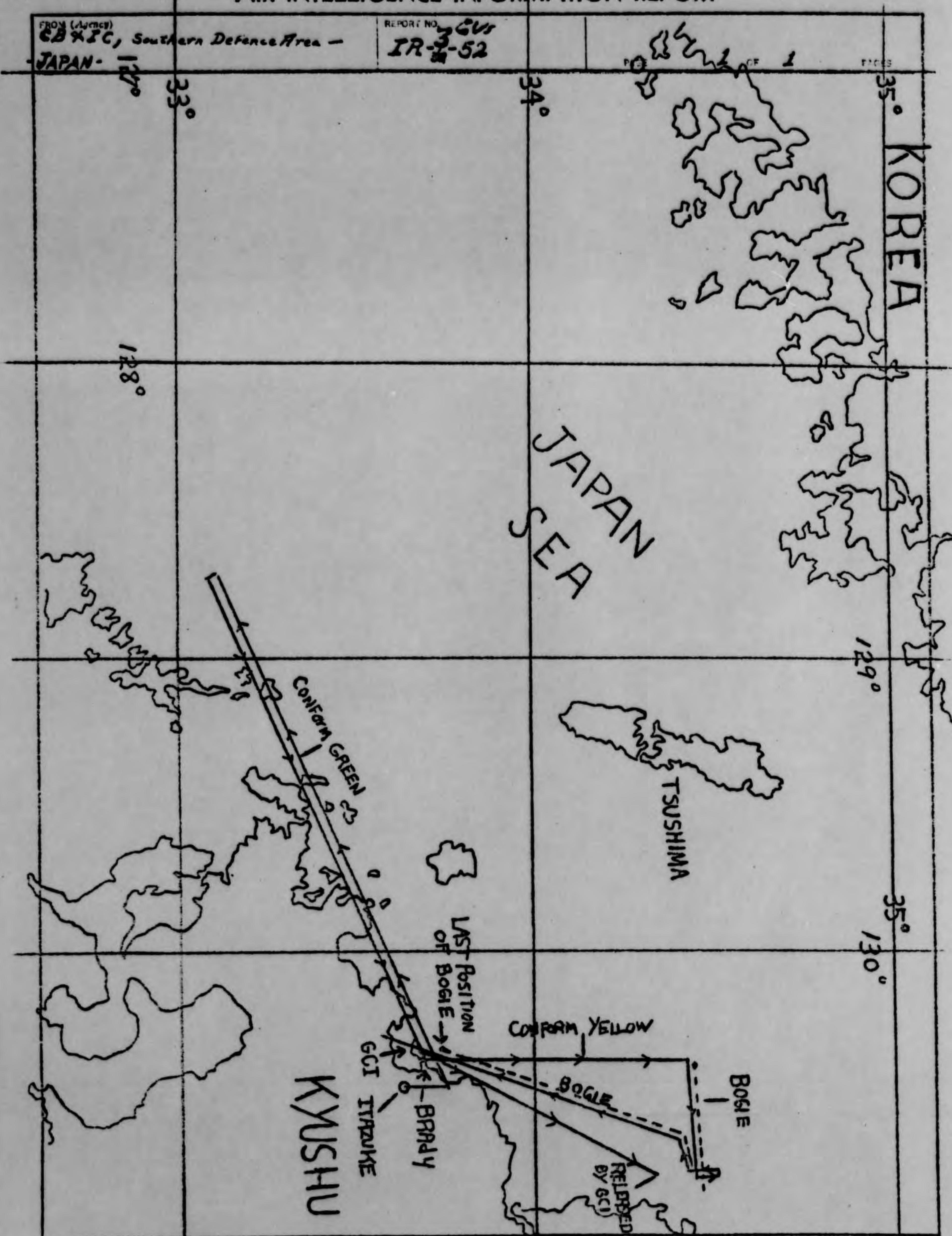
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Central Briefing
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REPORT NO.

IR-~~3~~-52

PAGE

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PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
Second Lieutenant Eugene F. Baldwin, Jr., AO 2 222 906.

Conform Yellow, an F-94B, was airborne on a Combat Air Patrol
at 1740I, 2nd Lt Baldwin, Pilot.

Friendly was making practice intercepts on an identified air-
craft in the vicinity of OKINO-SHIMA, $34^{\circ} - 14' N$ and $130^{\circ} - 07' E$
and BRADY Air Field, $33^{\circ} - 40' N$ and $130^{\circ} - 22' E$.

It was still dusk, with Conform Yellow near BRADY Air Field,
when a C-119 called SHIGANO-SHIMA GCI, $33^{\circ} - 41' N$ and $130^{\circ} - 19' E$,
that he was watching a fast-moving, fast-climbing object, and sug-
gested to GCI that the object be investigated. After being informed
that Conform Yellow had 45 minutes fuel left, GCI instructed him to
investigate.

Friendly climbed to 20,000 feet and flew on a heading of 360°
from BRADY Air Field to a point 45 - 50 miles from BRADY. At 1830I
with friendly at 19,000 feet, Air Speed 260 Knots, an object appeared
off the right wing tip. Friendly turned into the object and intended
to turn off all his lights, however, pilot inadvertently left on his
fuselage light.

At first contact pilot reports the object looked as big as a
fighter 4,000 to 5,000 yards from him. Object looked like a white
light, an aircraft landing light turned directly at him from 4,000
to 5,000 yards away.

Friendly was heading 090° and object appeared to be heading
directly toward him at an unestimated speed. Pilot called the Radar
Observer and exclaimed that it looked like bogie was making a head-on
pass, Radar Observer agreed. Then the object disappeared completely
and unexpectedly. Time: 1830 to 1845I.

After object disappeared, friendly turned port and climbed to
24,000 feet. Then pilot thought the whole incident was in error and
that the object was a star. Pilot informed GCI that it was a star.

Friendly then made a 180° turn inbound toward ITAZUKE Air Force
Base, $33^{\circ} - 35' N$ and $130^{\circ} - 27' E$. Object then re-appeared off
friendly's right wing. Pilot called GCI and told them that he had
a visual on the bogie again that it was not a star.

Friendly turned into the object which got brighter as if it were
descending toward friendly from 20° starboard and 20° high at an un-
estimated speed. Pilot then discovered and turned off the fuselage
light. Pilot reported minimum fuel to GCI, turned to a heading of
 260° descending at 6,000 feet per minute to 17,000 feet. Then the
friendly turned port heading 210° directly inbound to ITAZUKE Air
Force Base. As friendly turned, the bogie moved to a point 2 o'clock
to his position. Bogie descended as he moved, but pilot could not
estimate speed or distance.

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AIR INTELLIGENCE INFORMATION REPORT

FROM: ~~Conform Green~~
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~~Southern Defense Area - JAPAN~~

REPORT NO.

IR-~~3~~-52
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PAGE 2 OF 2 PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
2nd Lt. Baldwin (Cont'd)

Pilot called GCI at 1845I and informed them of bogie's position, a relative bearing of 020° from SHIGANO-SHIMA, and 20,000 feet altitude. Pilot asked if GCI had any radar contact with anything in that location. GCI replied they were "painting" something in that general direction.

Friendly was now at 3,000 feet and object moved starboard to 3 o'clock at approximately 5,000 feet altitude.

Conform Green then called Conform Yellow for instructions. Conform Yellow told him the approximate position of the bogie. Conform Green replied that he had visual contact but appeared to Conform Yellow to go between bogie and friendly and continue on a course outbound from the object.

Friendly then landed under an overcast and object disappeared.

The foregoing was a true and complete narrative of the flight of "Conform Yellow" from 1740 to 1856I on 27 October 1952.

/s/ Eugene F. Baldwin, Jr.
/t/EUGENE F. BALDWIN, JR., AO 2 222 906
2nd Lt., USAF
Pilot

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Clifton V. Stell

CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence

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PAGE

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OF 1 PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by
Second Lieutenant Harold Goldman, AO 2 223 937.

(This report supplements narrative by 2nd Lt Eugene Baldwin)

Conform Yellow was airborne on a Combat Air Patrol at 1740I.
2nd Lt Goldman, Radar Observer.

Friendly was making practice intercepts on identified aircraft
in the vicinity of OKINO-SHIMA, $34^{\circ} - 14' N$ and $130^{\circ} - 07' E$ and
BRADY Air Field, $33^{\circ} - 40' N$ and $130^{\circ} - 22' E$.

Just after send intercept friendly was instructed to investigate
unidentified flying object 50 miles north of ASHIYA Air Force Base,
 $33^{\circ} - 53' N$ and $130^{\circ} - 40' E$, at 20,000 feet called to GCI by a C-119.

When friendly arrived at a point 50 miles north of ASHIYA, a
bright light was noticed off the right wing at 3 o'clock. Friendly
turned into object. The light faded in and out but appeared to be
coming towards friendly. There were stars behind the object. Friendly
climbed to 24,000 feet from 19,000 feet and was then positive that the
object was not a star.

Friendly then took up a heading of 210° and object no longer
appeared to be coming head-on. Friendly was descending and object
appeared to be in level flight with a speed greater than friendly. A
C-119 came overhead from direction of bogie between friendly and bogie.
The bogie was observed at all times to fade and reappear.

As friendly was returning to ITAZUKA Air Force Base, $33^{\circ} - 35' N$
and $130^{\circ} - 27' E$, for a landing, bogie appeared to be at 3,500 feet
over SHIBANO-SHIMA, $33^{\circ} - 41' N$ and $130^{\circ} - 19' E$ and this information
was reported to Conform Green who took over the chase.

The foregoing was a true and complete narrative of the flight of
"Conform Yellow" from 1740 to 1856I on 27 October 1952.

/s/Harold Goldman
/t/HAROLD GOLDMAN, AO 2 223 937
2nd Lt., USAF
Radar Observer

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Clifton V. Stell
CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence

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7

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PAGE

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PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by First Lieutenant Richard H. Getchell, AO 1 910 229 and First Lieutenant Charles A. Kovacs, AO 590 197:

Conform Green, an F-94B, took off at 1850I on a Scramble, 1st Lt Getchell, Pilot and 1st Lt Kovacs, Radar Observer.

As soon as he was airborne, the Pilot called SHIGANO-SHIMA GCI (Picnic) $33^{\circ} - 41' N$ and $130^{\circ} - 19' E$, for instructions. GCI instructed Conform Green to take up a heading of 360° and call Conform Yellow for a briefing. (Conform Yellow was a previously airborne F-94)

Conform Yellow reported to Conform Green that the object was then over SHIGANO-SHIMA GCI. Conform Green was then over the BRADY Air Field Homer, $33^{\circ} - 40' N$ and $130^{\circ} - 22' E$, and when he received the instructions from Conform Yellow he looked toward SHIGANO-SHIMA and saw the bright light referred to as the bogie. The light was on a heading of 250° from SHIGANO-SHIMA GCI and 10° above the horizon. This was reported to GCI who then asked for identification of the "object."

Conform Green headed 250° , climbing with afterburner to 33,000 feet, "on the mach" all the way, and proceeded to a point estimated to be 100 miles from SHIGANO-SHIMA. From this position "bogie" was still 10° above the horizon on a heading of 250° with its size and brilliance unchanged. At this time (1910I) Pilot identified "bogie" as a star. GCI permitted Conform Green to break off and friendly homed into BRADY Air Field on a heading of 030° at 33,000 feet.

On its way toward BRADY Air Field Conform Green noticed another bright star 2 $0'$ clock from his position.

GCI then called Conform Green and instructed them to continue searching. Conform Green continued past BRADY Air Field on a heading of 030° for 50 miles to the position where the object was first sighted. While enroute friendly passed over a 29,000 foot broken overcast which obscured the object for the rest of the flight.

The object was last seen when Conform Green was 30 miles NE of BRADY Air Field. The objects position was still on a heading of 250° from SHIGANO-SHIMA, with an elevation above the horizon of 5° .

The light was last seen through a thick haze layer and was changing color rapidly.

Pilot continued searching up to 40,000 feet, saw nothing, and broke off the search at 2010I. Conform Green then proceeded to ITAZURE Air Force Base, $33^{\circ} - 35' N$ and $130^{\circ} - 27' E$ and landed at 2025I.

Pilot and Radar Observer are of the opinion that the object was a star or other heavenly body.

ATC 10/25/1952
DPA 10/25/1952

Security Information

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AIR INTELLIGENCE INFORMATION REPORT

FROM: *Central Briefing & Interrogation Center - Southern Defense Area - JAPAN -*

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PAGE 2 OF 2 PAGES

Narrative Report of Unidentified Flying Object on 27 October 1952, by 1st Lt Getchell and 1st Lt Kovacs, (Cont'd)

The foregoing was a true and complete narrative of the flight of "Conform Green" from 1850I to 2025I on 27 October 1952.

/s/Richard H. Getchell
/t/RICHARD H. GETCHELL, AO 1 910 229
1st Lt., USAF
Pilot

/s/Charles A. Kovacs
/t/CHARLES A. KOVACS, AO 590 197
1st Lt., USAF
Radar Observer

Amendment to Narrative Report of Unidentified Flying Object on 27 October 1952, by 1st Lt. Charles Kovacs, Radar Observer.

Upon picking up the light visually, the Radar Observer attempted to pick up and lock on to the light with the weapon. Although no return was picked up by the weapon, interference appeared in the approximate azimuth of the light when the Radar set was operated on hand control. The pilot reported this to Shigano Shima GCI.

This took place shortly after take off and sighting of the light. The Radar Observer did not have time to check the operation of the set.

After the Pilot and Radar Observer identified the object as a star, the Radar Observer proceeded to check the set. It was found at this time that interference could be produced by moving the hand control rapidly in a small area. This was tested at various elevations and azimuths and the same results were obtained in all cases.

This rapid movement was very similar to the tactics used by the Radar Observer in attempting to pick up the unidentified object.

The foregoing was a true and complete amendment to the narrative of the flight of "Conform Green" from 1850I to 2025I on 27 October 1952.

/s/Charles A. Kovacs
/t/CHARLES A KOVACS, AO 590 197
1st Lt., USAF
Radar Observer

THIS IS A CERTIFIED TRUE COPY:

Clifton V. Stell

CLIFTON V. STELL
Lt Colonel, USAF
Director of Intelligence